

Intimation.

Powell's
ALEXANDRA
BUILDINGS.

FOR THE
RACES.

SMART
COSTUMES,
Light Tweeds,
Cream Serges, &c.

COATS,
Cream Alpaca
and Serge,
Tussore Silk, &c.

MILLINERY,
The very Latest
from
LONDON & PARIS.

OSTRICH
FEATHER
BOAS,
White, Grey, Black.

DAINTY
BLOUSES.

GLOVES,
FOOTWEAR,
SUNSHADES,
&c., &c., &c.

Wm. POWELL, Ltd.,
HONGKONG.

Hongkong, 31st January, 1907. [51]

Intimations.

Messrs. K. A. J. CHO-
TIRMALL & Co.,
64, QUEEN'S ROAD CENTRAL,
LATE NO. 8, D'ARQUIER STREET.

A FRESH CONSIGNMENT OF
GRASS CLOTH,
AND
A VARIETY OF
LADIES' EMBROIDERED
DRESSES.
ALSO,
AN ASSORTMENT OF
MALTESE SILK LACE and
COLLARS, &c.

INDIAN RUGS,
AND ALSO
A VARIETY OF
SILKS.
Hongkong, 23rd January, 1907. [43]

KOWLOON PIGEON CLUB.
A SHOW OF PIGEONS and FANCY
BIRDS will be held on the grounds of
the "KOWLOON HOTEL" on the 13th and
14th of February, 1907. It will be open to the
Public from 10 A.M. to 5 P.M., and the ad-
judgement will take place in the forenoon of the
14th inst.

ENTRANCE FEE ONE DOLLAR PER CAGE.
All entries to be forwarded to the Hon. Sec-
retary on or before the forenoon of the 12th inst.,
and Birds in Suitable Cages to be sent to the
Kowloon Hotel before 10 A.M. of the 13th inst.
Forms of applications and all necessary in-
formation can be had from the Hon. Secretary,
c/o The Kowloon Hotel.
Some of the leading European Firms have
offered prizes, which will be exhibited on the
second day of the show.

J. D. LOGAN,
Chairman.
R. DAVID,
Hon. Secretary.
Hongkong, 7th February, 1907. [125]

TUBORG BEER.
A FIRST CLASS PILSENER BEER
guaranteed free from Salicylic Acid, and
any other Chemicals.

Special Prices for Quantities.
Sole Agents:—
SIEMSEN & Co.
Hongkong, 10th January, 1907. [54]

THE HONGKONG
STUDIO,
HIGHER CLASS PHOTOGRAPHER,
41 & 43, QUEEN'S ROAD CENTRAL,
TOP FLOOR.

PORTRAITS, GROUPS and ENLAR-
GING and COPYING in all Sizes.
LARGE SELECTION OF VIEWS ALWAYS
ON HAND.
PRICE VERY MODERATE.
Hongkong, 15th September, 1903. [55]

Entertainment.
THEATRE ROYAL,
CITY HALL.

THE
HONGKONG AMATEUR DRAMATIC
CLUB
will present
A FARICAL COMEDY
ENTITLED
"FACING THE MUSIC,"
by
CHARLES HENRY DARNLEY,
ON
FRIDAY, 15th February, 1907.
SATURDAY, 16th " "
MONDAY, 18th " "
at 9 P.M.

Prices \$3, \$2 and \$1.
Sailors and Soldiers in uniform half-price to
Pit Stalls and P.T.
Booking Office at the ROBINSON PIANO CO.,
open on and after MONDAY, the 12th
February, 1907, at 10 A.M.
Hongkong, 4th February, 1907. [194]

Auction.
PUBLIC AUCTION.

At the Undersigned's Sales Room,
2, Zetland Street,
ON
SATURDAY,
the 9th February, 1907, at 2.30 P.M.,
HOUSEHOLD FURNITURE
of all descriptions,
ALSO
2 New TYPEWRITING MACHINES.
On view Friday.
TERMS:—As usual.

F. KIENE,
Auctioneer,
Telephone No. 574.
Hongkong, 5th February, 1907. [89]

Intimations.

HONGKONG, CANTON AND MACAO
STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.
THE EIGHTY-FIRST ORDINARY
HALF-YEARLY MEETING OF
SHAREHOLDERS in the Company will be
held at the Office of the Company, Hotel
Mansions, on TUESDAY, the 12th February,
at 12 o'clock Noon, for the purpose of receiving
a Report of the Directors together with a
Statement of Accounts, declaring a Dividend,
confirming the appointment of a Director and
electing Auditors.

The TRANSFER BOOKS of the Company
will be CLOSED from the 30th January to
the 12th February, both days inclusive.
By Order of the Board of Directors,
W. E. CLARKE,
Secretary.
Hongkong, 21st January, 1907. [138]

HONGKONG AND SHANGHAI BANK-
ING CORPORATION.

NOTICE is hereby given that the ORDIN-
ARY HALF-YEARLY MEETING OF
THE SHAREHOLDERS in this Corporation
will be held at the City Hall, Hongkong, on
SATURDAY, the 16th day of February, 1907,
at Noon, for the purpose of receiving the
Report of the Court of Directors together with a
Statement of Accounts to 31st December, 1906.

By Order of the Court of Directors,
J. R. M. SMITH,
Chief Manager.
Hongkong, 29th January, 1907. [173]

HONGKONG AND SHANGHAI BANK-
ING CORPORATION.

NOTICE is hereby given that the RE-
GISTER OF SHARES of the Corporation
will be CLOSED from MONDAY, the
4th, to the 16th day of February, 1907, (both
days inclusive), during which period no Transfer
of Shares can be registered.

By Order of the Court of Directors,
J. R. M. SMITH,
Chief Manager.
Hongkong, 29th January, 1907. [174]

HONGKONG ICE COMPANY, LIMITED.

THE TWENTY-SIXTH ORDINARY
ANNUAL MEETING OF SHARE-
HOLDERS will be held at the Offices of the
General Managers, at 11.30 A.M., on MON-
DAY, 18th February, to receive a Statement of
the Company's Accounts to 31st December,
1906, and the Report of the General Managers.

The TRANSFER BOOKS of the Company
will be CLOSED from the 8th to the 18th
February, both days inclusive.
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 2nd February, 1907. [188]

THE SHU ON STEAMSHIP COMPANY,
LIMITED.

NOTICE is hereby given that an EXTRA-
ORDINARY GENERAL MEETING
OF THE COMPANY will be held at the Com-
pany's Registered Office No. 8, Queen's Road
West, Victoria, Hongkong, on THURSDAY,
the 9th day of the 1st Moon of the 33rd year of
Kwong sui (the 21st day of February, 1907), at
12 o'clock noon, when the subject of Resolutions
which were passed at the Extraordinary
General Meeting of the Company held on the
5th day of February, 1907, will be submitted
for confirmation as Special Resolutions:—

1.—That the capital of the Company be in-
creased from \$200,000 to \$350,000 by the
issue of 5,000 fully paid up new shares of
\$20 each ranking for dividend, voting
power and in all other respects pari passu
with the existing shares of the Company.
2.—That such new shares be offered in the
first instance to the persons who on the
19th day of February, 1907, shall be the
registered shareholders of the Company in the
proportion of one new share for every
old share held by them and that such offer
be made by notice specifying the number
of shares which each such registered
shareholder shall be entitled to take up
and limiting the time within which the
offer if not accepted by payment of the full
amount of \$20 per share will be deemed
to be declined and that the Directors be
empowered to dispose of the shares not
taken in response to such offer as they
consider expedient in the interests of the
Company.

By Order of the Board,
CHAU CHEUK FAN,
Manager,
Shu On Steamship Co., Ltd.
Hongkong, 5th February, 1907. [202]

HONGKONG AND WHAMPOA DOCK
COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY YEARLY MEETING
OF SHAREHOLDERS will be held in
the Offices of the Company, Queen's Buildings,
New Praya, on MONDAY, the 25th February,
1907, at 12 o'clock Noon, for the purpose of
receiving the Report of the Directors and the
Statement of Accounts to the 31st December,
1906.

The TRANSFER BOOKS of the Company
will be CLOSED from the 11th to the 25th
February, both days inclusive.
By Order of the Board of Directors,
THOS. I. ROSE,
Secretary.
Hongkong, 1st February 1907. [183]

AN APPEAL.

THE SUPERIORESS OF THE ITALIAN
CONVENT, CAINE ROAD, begs most
respectfully to APPEAL to the Residents of
Hongkong and the Coast Ports, for their kind
patronage and support, and desires to state that
she will be pleased to receive orders for all kinds
of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs
and Collars renewed on old ones.
Ladies' and Children's Under-clothing, Child-
ren's Dresses, and all kinds of Embroidery,
Materials can be supplied, if required.

The Superiress will also be most grateful
for any PARCEL or OLD CLOTHING to be made
into Books for the Children of the Poor Schools,
who are taught by the Sisters.
Hongkong, 22nd April, 1891.

THE BARONESS BURBETT.
COUTIS.

A WOMAN'S TRIBUTE TO A WOMAN.

Love crowns thy name. Even I, who never
met thee,
A sacred niche in Memory's temple set thee,
Remembering how the poor will not forget thee,
Now thou art gone!

The wealth some curse became through thee a
blessing,
Unbounded powers and provinces possessing,
All held in trust for Love's divine assessing—
All wrought upon,

Till in a thousand dark, forgotten places,
And tens of thousands of the saddest faces,
New hopes and strivings and returning graces,
Rekindled, shone!

Now some, who through thy hands felt Love's
redeeming,
Perchance embrace thee, with sweet welcome
beaming,
In joyous ways beyond our mortal dreaming,
Where thou art gone!

—ANNIE MATHESON in *Pail Mall Gazette*.

THE CHINA FAMINE.

THE SITUATION ROUND SUCHIEN.

Suchien, January 28.
Round this city the country is denuded of
animals, and transport is most difficult. There
is no grain here. I have been asked by the
mandarin in charge of the relief to request the
Viceroy to order that the collection of Customs
dues and likin on grain and foodstuffs be sus-
pended till the end of the third moon, i.e., the
beginning of May.

I have visited many homestead hereabouts.
The majority of the people are living on green
(grass and leaves) and gruel. Evidence of the
growing severity of the famine increases on
every hand.

The roads over which travelling is almost
impossible owing to the rain are in a neglected
state. All the officials and gentry deplore this
and state that they wish for good roads, but no
attempt has been made to repair these or to
undertake other public work.

In the meantime the people are sitting still
and slowly starving.—N.C.D. News.

TRAFFIC IN SLAVES IN THE
CONGO.

LETTER TO SIR EDWARD GREY.

The Congo Reform Association have for-
warded a letter to Sir Edward Grey, Secretary
of State for Foreign Affairs, setting forth further
details of the condition of affairs in the Katanga
region. It is pointed out that the region com-
prised between the Lubudi and Lulua Rivers
and Lake Dilolo is still wholly controlled by
revolted Congolese soldiery, and that the Con-
go Administration makes no attempt to interfere
with them. Traffic in slaves, it is said, prevails
with the knowledge and toleration of the local
officers of the Congo Administration in North-
Eastern Katanga, in the immediate neighbour-
hood of Mptowa, the most important adminis-
trative post on the western shores of Lake
Tanganyika.

In the spring of 1905, the letter says,
a brisk slave trade was conducted by
certain chiefs, and particularly by an Arab
named Sefu, with the co-operation of other
chiefs on the right shore of the lake,
in the vicinity of Mptowa. This chief was
in close and constant relationship with the local
Administration, which received from him "food
and other things," and his operations were
carried on with its full cognisance. The local
administrator had prevented a local magistrate
from interfering; the Imperial authorities of
German East Africa were "scandalised" by the
state of affairs, and were doing their best to
prevent convoys of slave from crossing Ger-
man territory.

While thus the old form of slave-raiding
appears to be carried on with impunity under
the very eyes of the Congo Administration in
some parts of Katanga, the lot of the natives
in the North-Western portion of Katanga,
within the area crossed by the transport route,
Lusambo-Pania-Mutumbo-Kabinda-Kienga,
would seem, according to the information
which has reached this association, to be even
harder than the lot of tribes in other parts
subjected to occasional or frequent raids by
armed bands.

DEVoured BY FAMISHING
WOLVES.

A ROMANIAN TRAGEDY.

Bucharest, January 2.—Snow in Roumania
has grim terrors not known in Western Europe.
Wolves are still unpleasantly numerous in the
country, and every year, during the hard weath-
er, they claim several victims.

The first victims of the present year are a
parish priest and his man-servant, who have
been devoured under awful circumstances.
The priest, whose name was Curesi, was pope of
the village of Ludesti, in the Dimbovitza
district.

A few days ago he went by sledge, with his
servant, to make some purchases. Snow had
for days lain thick on the ground, and on their
return they were overtaken by dusk in the
forest, not far from Ludesti, and were attacked
by a pack of wolves.

Mad with fright, the horses broke from
control and bolted, overturning the sledge, and
the two unfortunate men were thrown out.
The traces broke, leaving the sledge behind,
and the terrified animals never stopped in their
course until they reached the first outskirts.

A search party was then organised, and,
following the tracks of the horses' hoofs, there
were at last discovered the paw marks in the
snow; the splashes of blood, and the tatters of
what had been clothing, which told with a
vividness only too horrible what had happened.

Intimation.

YOU WILL NOT
be deceived. That there are cheats and frauds
in plenty everybody knows; but it is seldom
or never that any large business house is guilty
of them, no matter what line of trade it follows.
There can be no permanent success of any
kind based on dishonesty or deception. There
never was, and never will be. The men who
try that are simply fools and soon come to
grief—as they deserve. Now many persons are,
nevertheless, afraid to buy certain
advertised articles lest they be humbugged
and deluded; especially are they slow to place
confidence in published statements of the
merits of medicines. The remedy known as
WAMPOLE'S PREPARATION

is as safe and genuine an article to purchase
as flour, silk or cotton goods from the mills of
manufacturers with a world-wide reputation.
We could not afford to exaggerate its qualities
or misrepresent it in the least; and it is not
necessary. It is palatable as honey and con-
tains the nutritive and curative properties of
Pure Cod Liver Oil, extracted by us from fresh
cod livers, combined with the Compound
Syrup of Hypophosphites and the Extracts of
Malt and Wild Cherry; and how valuable such
a blending of these important medicinal agents
must be to plain to everybody. It is beyond
price in Anemia, Insomnia, Weakness and lack
of Nervous Tone, Poor Digestion, Wasting
Diseases, La Grippe, Lung Troubles and Blood
Impurities. Science can furnish nothing better
—perhaps nothing so good. Dr. W. H. Dalfé,
of Canada, says: "I have used it in my practice
and take pleasure in recommending it as a
valuable tonic and reconstructive." It is a
remedy that can afford to appeal to its record
and represents the science and knowledge of
bright and aggressive medical investigation.
Effective from the first dose. "You cannot be
disappointed in it." Like all good things it is
imitated. Sold by chemists throughout the
world.

Consignees.

HAMBURG-AMERIKA LINIE.

THE H. A. L. Steamship

"HELLAS,"
Captain Neumann, having arrived, Consignees
of Cargo are hereby requested to send in their
Bills of Lading for countersignature by the
Undersigned and to take immediate delivery
of their goods from alongside.

Optional Cargo will be forwarded unless
notice to the contrary be given before TO-
DAY.

Any Cargo impeding her discharge will be
landed into the hazardous and/or extra hazardous
Godowns of the Hongkong and Kowloon Wharf
and Godown Co., Limited, and stored at Con-
signees' risk and expense.

All Claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognised.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 11th instant, will be
subject to rent.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 11th instant, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 4th February, 1907. [196]

"SHIRE" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM MIDDLESBORO, LONDON AND
STRAITS.

THE Steamship

"MONMOUTHSHIRE,"

Captain C. E. Warner, having arrived from the
above ports, Consignees of Cargo are hereby
informed that their Goods are being landed at
their risk into the Godowns of the Hongkong
and Kowloon Wharf and Godown Company,
Limited, at Kowloon, and stored at Consignees'
risk and expense.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 9th instant will be
subject to rent.

All broken, chafed and damaged Goods are
to be left in the Godowns, where they will be
examined on the 9th instant, at 2 P.M.

No Fire Insurance has been effected.

Owing to a fire having occurred on this
steamer and a General Average being thereby
incurred, Consignees of Cargo will require to
sign the Average Bond, lying at the Office of
the Undersigned, before their Bills of Lading
can be countersigned and delivery of their
Cargo obtained.

SHEWAN, TOMES & Co.,
Agents, "Shire" Line.

Hongkong, 4th February, 1907. [200]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"DELHI,"

FROM BOMBAY, COLOMBO AND
STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark,
and delivery can be obtained as soon as the
Goods are landed.

This vessel brings on Cargo:—
From London, &c., ex S.S. *Marmora*,
From Calcutta, ex S.S. *Malacca*,
From Persian Gulf, ex B.S.N. and B.
P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless
instructions are given to the contrary before
6 hours.

Goods not cleared by the 12th instant, at
4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in
any case whatever.

Damaged Packages must be left in the
Godowns for examination by the Consignees
and the Company's representative at an ap-
pointed hour.

All claims must be presented within ten days
of the steamer's arrival here after which date
they cannot be recognised.
No claims will be admitted after the Goods
have left the Godowns.

R. A. HEWETT,
Superintendent.
Hongkong, 6th February, 1907. [3]

Consignees.

AMERICAN ASIATIC STEAMSHIP CO.

NOTICE TO CONSIGNEES.
FROM NEW YORK VIA SUEZ CANAL.
THE Steamship

"LOWTHER CASTLE,"
Captain Lightoller, having arrived from the
above Ports, Consignees of Cargo are hereby
informed that their Goods are being landed
at their risk into the Godowns of the
Hongkong and Kowloon Wharf and Godown
Company, Limited, at Kowloon, and stored at
Consignees' risk and expense.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 9th instant will be
subject to rent.

All broken, chafed and damaged goods are
to be left in the Godowns, where they will be
examined on the 11th instant, at 2.30 P.M.

No Fire Insurance has been effected.

Owing to this steamer having grounded in
the Suez Canal, in consequence of which a
General Average will be incurred, Consignees
must sign Average Bond, and pay a deposit of
3% on Invoice value of their Goods before
bills of Lading can be countersigned and deliv-
ery of their Cargo obtained.

Average Bond is lying at the Office of the
Undersigned.
SHEWAN, TOMES & Co.,
General Agents,
Hongkong, 4th February, 1907. [195]

S.S. "AUSTRALIEN."

COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London
ex s.s. *Malapan* and *Cordonan*, from
Havre ex s.s. *Malapan*, and from Bordeaux
ex s.s. *Ville de Valenciennes*, in connection
with above Steamer, are hereby informed
that their Goods, with the exception of Opium,
Treasure and Valuables, are being landed and
stored at their risk into the hazardous and/or
extra hazardous Godowns of the Hongkong and
Kowloon Wharf and Godown Co., Limited, at
Kowloon, whence delivery may be obtained
immediately after landing.

Optional Cargo will be forwarded on unless
intimation is received from the Consignees
before Noon TO-DAY, requesting it to be
landed here.

Bills of Lading will be countersigned by the
Undersigned, Goods remaining undelivered after
MONDAY, the 11th instant, at Noon, will be
subject to rent and landing charges.

All claims must be sent in to me on or before
the 11th instant, or they will not be recog-
nised.

All damaged packages will be examined on
MONDAY, the 11th instant, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.

Hongkong, 4th February, 1907. [190]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND
SINGAPORE.

THE Steamship

"CATHERINE APCAR"

having arrived from the above Ports, Con-
signees of Cargo are hereby informed that
their Goods will be delivered from alongside.
Cargo impeding the discharge will be landed
at once at Consignees' risk and expense.

Cargo remaining on board after 4 P.M. of the
8th instant, will be landed at Consignees' risk
and expense into the hazardous and/or extra
hazardous Godowns of the Hongkong and
Kowloon Wharf and Godown Co., Limited.

Consignees of Cargo from SINGAPORE and
PENANG are requested to take IMMEDIATE
DELIVERY of their Goods from alongside,
such Cargo impeding the discharge of the vessel
will be landed and stored at Consignees' risk and
expense.

Bills of Lading will be countersigned by the
Undersigned.

DAVID SASSOON & Co., LIMITED,
Agents.

Hongkong, 5th February, 1907. [205]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"PALMA,"

FROM ANTWERP, LONDON, MALTA,
PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark,
and delivery can be obtained as soon as the
Goods are landed.

Optional Goods will be landed here unless
instructions are given to the contrary before
6 hours.

Goods not cleared by the 7th instant, at
4 P.M., will be subject to rent.

Intimation.

A. S. WATSON & CO., LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

The following PORTS and SHERRIES bottled in Europe have been especially selected and procured from the celebrated Firm of

C. G. SANDEMAN SONS & CO.

London, Oporto and Xeres.

PORTS.

DOURO	Per Case \$15.00
OLD TAWNY	18.00
INVALID	18.00
ESTRELLA	24.00
FIVE DIAMOND	27.00
VERY OLD TAWNY	42.00
OLIVEST & FINEST	50.00

SHERRIES.

LIGHT DRY	Per Case \$13.00
SOLERA	18.00
VERY PALE DRY	18.00
FULL GOLDEN	21.00
PALE DRY NUTTY	24.00
FINE OLD BROWN	36.00

A. S. WATSON & CO., LIMITED. AGENTS.

ALEXANDRA BUILDINGS.

Hongkong, 12nd January, 1907.

NOTICE.

All communications intended for publication in "The HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Ten House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager. The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).

12M—\$30 per annum. WEEKLY—\$13 per annum. The rates per quarter and per month, proportional. The daily issue is delivered free when the address is accessible to messenger. On copies sent by post an additional \$1.50 per quarter is charged for postage. The postage on the weekly issue to any part of the world is 30 cents per quarter. Single Copies, Daily, ten cents; Weekly, twenty-five cents.

BIRTH.

On January 31, 1907, the wife of O. THORSEN, of a son.

MARRIAGE.

On February 2, 1907, at Shanghai, CHARLES WILLIAM CUNNINGHAM, R. C. *Ping Ching*, to ELIZABETH CECILIA SANGSTER, daughter of the late Thomas Sangster, L. M. C., Shanghai.

DEATHS.

BURDON.—On the 5th inst., suddenly, the Right Rev. JOHN SHAW BURDON, D.D., formerly Bishop of Victoria, Hongkong, at the age of 80 years.

On January 31, 1907, at Cheshire (Eng.), the residence of her father, Mabel, the beloved wife of W. J. B. CARTER, of Shanghai.

On February 1, 1907, at Shanghai, DAVID FRANCIS PEARSE.

The Hongkong Telegraph

HONGKONG, THURSDAY, FEB. 7, 1907.

HONGKONG'S COMMERCIAL ADVANCEMENT.

Of the many interesting features which marked the reception given by the community of Hongkong to the Duke and Duchess of Connaught yesterday, none was of more significance than the insistence by His Royal Highness on the commercial importance of the Colony. There has always been a clique or congerie which would regard Hongkong as being little more or less than a coaling station for the British Fleet, a military stronghold giving opportunities of obtaining something more than a *pled à terre* in China. It has even been suggested that the railway from Kowloon to Canton, now in course of construction, will be of more value to the Empire as a source of strategic import-

ance than a link in the commercial development of the port. Such a pernicious doctrine has obtained credence in many quarters, with the obvious consequence that the numerous business enterprises which have arisen and been carried on with resource and success have been slighted and deprecated when they have not been absolutely ignored. As a matter of fact, which cannot be gainsaid, Hongkong has devoted more attention to the commercial side of its career than to the peripatetic regiments which have their temporary habitation on the island. From a social point of view the presence of the military is decidedly of advantage to the Colony, though as to their value as military units we confess ourselves unable to judge. No doubt in times of local uprisings, which fortunately are few and far between, their services would prove invaluable, and it cannot be denied that several thousand European and Indian soldiers favourably affect local trade and contribute to the welfare of the smaller merchants of the Colony. But they are not an integral portion of Hongkong's population, for it is conceivable that Hongkong would still flourish and provide a rallying ground for British trade in South China, even although the troops were withdrawn. And in these days when disarmament is in the air—a visionary idea, perhaps—and an economical Liberal Government is cutting down expenses by reducing the number of regiments, allocating new stations and reorganising the Services generally, it is not to be assumed that Hongkong will always have the privilege of entertaining an army establishment of the existing strength in the Colony. Then the true factor in the prosperity of the port is bound to come into prominence and it will be made abundantly clear how much Hongkong owes to the initiative, energy, and dogged perseverance of the mercantile community. The Duke of Connaught with great understanding recognised this fact and emphasised it. He referred to the "terrible inflictions" which have befallen the Colony—a portion of our annals which was rather too much dwelt upon in the address from the community—and observed: "I pray, now, that these are matters of the past, that there is an era of unbroken commercial prosperity before you; also that the developments and progress, so well begun, will continue and prosper." A community which can raise one way or another a sum approaching \$300,000 for the relief of suffering inhabitants, and whose Government, in a time of stress and comparative depression, can guarantee a like amount, is not exactly on the verge of bankruptcy. Of course, Hongkong has many commercial rivals, our allies the Japanese being by no means the least pertinacious, but competition rightly directed is not to be feared, for it should prove more in the nature of a spur than a check to individual and organised effort. No one can pretend to foretell the results likely to flow from the construction of railways throughout South China, the impetus which will probably be given to trade in general, and the demand which it may be assumed will arise for articles of Western manufacture when the natives of the interior are brought into direct communication with the outports. Each successive report by the various Commissioners of Customs in China teems with references to the partiality which the Chinese display for Western products, and each attributes these new and increasing demands for foreign importations to the advance of education and the effect of an ever-widening system of railways. The Duke was undoubtedly right when he suggested that with the development of our great neighbour we might hope to experience a period of continued progress and prosperity. In his closing remarks His Royal Highness observed that: "It is therefore a peculiar pleasure to us to think how well placed Hongkong is to fight the battles for commercial supremacy. The value and importance of this great port is fully appreciated by those at Home who watch over and guide the destinies of our Empire." Certainly, Hongkong is well placed for the distribution of foreign wares throughout the length and breadth of South China, but a watchful eye must be kept on the energetic residents of Canton, and their undoubted scheme to rehabilitate the ancient port of Whampoa at the expense of this Colony. In each of his speeches, the Duke dwelt on the commerce of Hongkong, a fact which must have been noted with satisfaction by those who extended a welcome to the Ducal party, most of the Colony's representatives being men who have in no small measure assisted in advancing the commercial interests of the port.

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LOCAL AND GENERAL.

TWENTY-TWO men were arrested at No. 144, Queen's Road East last night by virtue of a gambling warrant. The raid took place about nine o'clock and was conducted by Sergeant Lee. The men were paraded before Mr. F. A. Hazeland, at the Police Court, this morning, and fined \$5 each.

HENRY Bowden, a petty officer on board H. M. S. *Vivace*, charged Lau Ping, a ricksha coolie (No. 1647), before Mr. F. A. Hazeland, at the Police Court, to-day, with assault. The complainant's story was that while he was walking in Connaught Road West shortly after midnight yesterday he was struck on the head from behind. Turning round he saw the accused, tearing down the road. A chase followed and accused was run to earth. The latter denied the allegation. His Worship did not place much reliance on complainant's narrative and adjourned the case.

A STREET coolie, whose pedigree is well known to the police, was arrested at Causeway Bay yesterday afternoon and charged before Mr. F. A. Hazeland, at the Police Court, this morning, with stealing two iron bars, the property of a contractor, employed by Messrs. Geo. Fenwick and Company. A second charge of returning from banishment also appeared on the charge sheet. The iron bars, defendant said, were his working tools. He admitted being banished from the Colony some time last year and explained his presence in Hongkong thus: "While in Canton I was told by my friends that I could return to Hongkong and that if I turned a good man and got employment I would come to no trouble." "Thirteen months' hard labour and four hours' stocks" announced the Court.

PERCY Hutchins is a Briton with a very lively turn of mind, but he is not altogether particular enough as to what that turn leads him to, and this failure led him into trouble in the wee hours of the morning. Percy is an unemployed seaman and resides at the Sailors' Home. On Monday evening he started out to enjoy life, but it cost him eventually more than he expected. At about 3 a.m., next morning Percy was noticed in Arsenal Street having an altercation with a ricksha coolie, while at the same time he was "blowing many blasts" on a police-whistle. Hearing the shrill sounds an Indian constable came upon the scene to inquire what all the racket was about, when Percy, thinking the Indian policeman had evil intentions against his welfare, and designs upon his whistle, became so excited and obstreperous as to require his removal to No. 2 Police Station. But Percy had "looked upon the wine when it was red," or, in other words, had indulged too much in the juice of the hop, and a charge of being drunk and disorderly had to be entered against the name of "Percy Hutchins, seaman, unemployed." Mr. C. A. D. Melbourne dealt with the case, and considered that a fine of \$2, with the payment of 35 cents to his ricksha coolie, whom he had previously refused to pay, would about meet the ends of justice—as far as Percy was concerned.

DUCHESS OF CONNAUGHT AND POOR WIDOW.

ROYAL GIFTS TO MOTHER OF MOTOR-CAR VICTIM.

Owing to the kind thoughtfulness of the Duchess of Connaught, the poor widow whose son was killed by the motor-car in which her Royal Highness was travelling some three months ago, was made very happy last Christmas.

One day there came a knock at No. 8, Elm-cottages, a small house overlooking the railway at Houslow, where the widow, Mrs. Coker, lives. On opening the door she found a messenger, who said he had come from Clarence House with a hamper for her. Further than that, he handed to her five sovereigns and a letter from Major Murray, enquiry to the Duchess of Connaught, which was as follows:—"I am desired by her Royal Highness the Duchess of Connaught to send you £5 for Christmas, with her Royal Highness's best wishes to you. I am also sending you a hamper with the bearer of this letter. The Duchess of Connaught hopes you may find these things useful, and that with the money you may be able to buy something useful for yourself and daughters. Her Royal Highness, who is laid up herself just now with a chill, would be glad to hear that you are getting on well."

The hamper contained a large turkey, a box of sweets, a large Christmas cake, a bottle of port wine, a dozen mince-pies, and a box of candied fruits.

With what joy the poor widow viewed the contents can easily be imagined, as the gift came at a time when she was, in use, her own words, "hard up." But it was the letter which touched her most, and by the aid of a lady living in the neighbourhood a letter of sincere thanks was forwarded to the Duchess.

Seen by a *Daily Chronicle* representative, Mrs. Coker said, "I was delighted by the Duchess's kindness, and I should like to thank her again through your paper. The money was very acceptable; with sons of it I bought a pair of blankets and quilts, which we badly needed."

The turkey was served up on Christmas Day, and the little family party consisted of the widow and her daughters, Matilda (aged seventeen) and Annie (aged fourteen), her little boy, a relation, and the baby born since the sad accident. The cake was reserved for yesterday, when it was cut for tea.

Mrs. Coker is in receipt of 7s. 6d. a week out of a fund of £25 placed to her credit by the Duchess of Connaught, and 10s. from a fund of a like amount realised at a benefit performance at the Houslow Hippodrome. This is her total income, and as this can only last for another eight or nine months the outlook is not bright.

IMPERSONATING EXCISE OFFICERS.

There was a considerable amount of running done near the Canton and Macao Wharf this morning, on the arrival of the boat from Canton—but, as is often the case, the race was not to the swiftest, and he who was first, verily and indeed proved last. All the trouble was caused by the credulity, in the first instance, and the suspicions in the second of a junkmaster. Ma Yat Nam, master of junk No. 1415, was standing like a country yokel on the wharf, gazing helplessly around, having under his arm, a bundle and a Chinese pillow-box, thus showing every sign that he was a traveller, either just arrived, or just about to depart, and therefore his bundle and pillow-box, it might safely be assumed, contained all his worldly goods. At any rate, one Lau Cheung, a tailor, (a tailor's "roose" he proved in this instance), and one Ha Cheung did assume so, and stepped up to Ma, and blandly informed him that they were excise officers, and they were there to search all passengers' baggage, in case they might be carrying around that insidious drug—the product of the poppy. Ma, confidingly, in the full knowledge of his innocence, let them search his belongings. But when one man held him tight, while the other made off with his goods and chattels, the owner began to get suspicious, that all was not right and as it should be, and so he raised a row. The row attracted a policeman, and, as his approach was observed, the two "excise officers" ran; the complainant ran; the policeman ran; sympathizers ran; everybody ran; until the culprits were run to earth in the dock in Mr. F. A. Hazeland's Court, that Magistrate awarding each of them one month's hard labour and four hours in the stocks.

ANOTHER MENACE

TO THE WORLD'S HEALTH.

Microbes we have always with us; germs are in everything; our foods menace us at every mouthful, and even boiled and filtered water, we are told, may communicate to us some further bacilli of which we wot not. We must not smoke; we must not eat; we must not drink; we must not osculate—and as if that were not enough to make life absolutely not worth living, we are told that there is death in that very helpful and convenient—even necessary invention—the lift. If the following report is true—and it bears the earmarks of veracity—it will simply be left to us to say, in the words of the backstairs poet—"We duno' where we are!" Lockjaw may follow nervous shock experienced by women and children who are making their first trip on speedy lifts. A number of cases are cited in proof of this, and the latest is reported to day from Morrisstown, New Jersey, where Mrs. Hennion, aged twenty-six, lies dead. The lady had never been in a New York express elevator, which will make the journey from top to bottom of a twenty-storey sky scraper without a halt. Recently she went up to do some shopping, together with her husband. She entered the express lift on the tenth floor of a furniture shop. The attendant threw back the lever and the car shot downwards. The swift descent terrified Mrs. Hennion, and during the few seconds occupied in the trip, she sustained an acute nervous shock. The efforts of her husband to calm her, it appears, were futile, and when the ground floor was reached she was assisted into the fresh air, which apparently recovered her. She then sought to dismiss the matter from her mind, but a few days later lockjaw, directly attributed to the nervous shock, intervened, and death followed. The lady was strong and healthy and of average courage.—*Ex.*

ALLEGED DISHONEST COOLIE.

DISAPPEARED WITH CASH BOX.

Until some months ago it was possible for Chinese women in Hongkong to obtain licences from the Government to run opium divans. Why this "old custom" should have been discontinued was not stated, but that such was the case is proved by an order, issued not so long ago, which prohibited any woman being the licensee of any opium divan. This order apparently was not known to Mrs. Chan Mui, the owner of a divan at No. 12, Queen Victoria Street, and when she went to get her licence renewed a few weeks ago she received a startler. She was told that it was impossible, that licences in future were only to be issued to men, and that if she wanted a permit she must produce some male friend in whose name it would be issued. Chan Mui was a bit annoyed at first, but that did not remedy matters; if she wanted to continue business a man must be got. After some days of mental worry as to who was the most likely person among her male acquaintances she could trust, she picked out one Ip Fat, and the licence was secured, Ip taking supreme command of the divan. He was alleged to have drawn a month's wages the very day he took charge. Several days later she noticed that the receipts of the divan were gradually beginning to grow less. At the rate things were going the old woman feared something serious would happen one day, but did not imagine that it would come so soon. On the morning of the 5th instant the old woman was in a hysterical condition. Ip could not be found anywhere, likewise her money box, containing \$38. She hurried to the Central Police Station and lodged a complaint. A hunt was made for the missing Ip, but it proved fruitless. She secured a warrant this morning from a magistrate for his arrest, which will come about if she meets him again.

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

DISCRETION: AND THE LACK OF IT.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH." Sir,—While waiting on one of the Stands yesterday for the arrival of His Royal Highness the Duke of Connaught, to unveil the statues of the King and the Prince of Wales, my attention was called by a Chinese gentleman friend, to an occurrence that really, under the circumstances, was most regrettable offering, as it did, what might be deemed an insult to a respectable Chinese family, who, through unavoidable circumstances were compelled to be present without the protection of their male folk. The Stand was nearly full, and, in the front row were quietly seated two Chinese ladies with a little Chinese girl. Suddenly an individual, wearing a uniform, singled out the Chinese ladies alone, of all who occupied seats on the stand—a most invidious distinction—demanded to know if they had tickets! Why, and by what authority were they singled out for this public recognition? Of course, they had tickets, as anyone might have known, or how, otherwise, could they have passed the relays of police guarding the entrance and approaches to the stands, erected for the spectators on the Square? Possibly the individual in question wanted the seats for his own personal friends, but, even so, that would not add to his offence, which was already sufficiently unwarranted. What would have been the position of these ladies, supposing that after they had passed to their seats they had considered their tickets of no further use, and had torn them up and flung them down, to be trampled to dust by later arrivals? Would they have been ejected to the entrance to the grounds by this person and thence ejected? Or would they have been handed over to the tender mercies of another minion, of less high and mighty degree? As a matter of fact, I was not asked to show my ticket, while several lady friends laughingly remarked that they had "left theirs at home!" If a man is to be dressed in a little authority, however brief, in such a position, he should be made to study, besides law and the drill-book, that very necessary subject—and one that is of paramount importance—*Discretion!*

Enclosing my card,—I am, etc., ANTI-BUMPTIOUSNESS. Hongkong, 7th February.

TELEGRAMS.

ANTI-DYNASTIC RIOTS.

TROUBLES IN THE INTERIOR.

[From Our Own Correspondent.]

Shanghai, 7th February,
2.35 p.m.

It is reported that the natives are rioting in the district bordering between Szechuan and Kansuh.

The riots are said to be of an anti-dynastic character.

THE SHANGHAI EXPLOSION.

WOUNDED MAN REPORTED DEAD MAY RECOVER.

[From Our Own Correspondent.]

Shanghai, 7th February,
2.35 p.m.

The man who was previously reported to have been killed in the explosion which occurred at the Custom-house yesterday is alive.

Although severely wounded it is believed he may recover.

[Ruler's.]

The Lords and Commons.

LONDON, 5th February.

Mr. Churchill, speaking at Manchester, said the Peers had deliberately provoked a constitutional struggle and the Commons would take up the challenge without hesitation. Parliament would meet the conditions of war. We had outlived the times in which the House of Commons could not make their power effective without a general election, though that was inevitable in the end.

The Trial of Thaw.

At the trial of Mr. Thaw in New York, the defence pleaded hereditary insanity.

THE WRECK AT CAPE VARELLA.

By the *s.s. Rajahmuni*, which arrived from Hongkong yesterday, later news has been received of the wrecks of the *s.s. Wingkok* and the tug *Robert Cooke* at Cape Varella. The salvage steamer *Protector*, which went down about a fortnight ago to attempt to refloat the stranded vessels, is unable to commence operations. The prevalence of the strong monsoon with strong wind and heavy sea renders any attempt at approaching too close to the wrecks extremely hazardous. It is not believed that the monsoon will moderate until early in April. In the meantime the wrecks must be left where they are, and the hope is entertained that no further damage will result during the *Protector's* period of enforced idleness.

SHANGHAI PAPER HUNT ACCIDENT.

DEATH OF MR. PEARSE.

A very sad accident occurred during the progress of the Paper Hunt Handicap on Saturday afternoon, reports the *N. C. D. News* of the 18th inst., whereby Mr. D.J.F. Pearse was badly injured that he died at the General Hospital at 12.15 a.m. on Sunday. Mr. Pearse was riding in the hunt on the Yerman Creek line when his pony stumbled and fell some yards in front of a dry jump, precipitating his rider into the jump. It was immediately seen that Mr. Pearse was very badly injured, the lower portion of his body being quite paralyzed. Several gentlemen in the hunt assisted to remove him from his position and there were doctors present almost immediately. The injured rider was carried to Nanyang College, an ambulance was sent for, and on this he was conveyed to the General Hospital. Severe as were his injuries, Mr. Pearse was conscious until quite late in the evening.

David Francis Pearse, was twenty years of age. He arrived in Hongkong about three years ago as tea-master for the firm of Messrs. Rodewald and Healy, and at the expiration of the last two Hankow tea seasons he has come to Shanghai to assist in the purchase of green teas for his firm in conjunction with Messrs. Geddes & Co. He joined the Light Horse, S.V.C., as a trooper in 1905, and was a popular member, while his keenness for riding took him to Amoy where he rode in the races. Although comparatively a recent arrival in Shanghai he soon became known to a large circle of people. He was one of the class of young men that Shanghai can ill afford to lose, his business ability as well as his quiet and unassuming manner winning for him friends wherever he went. Great sympathy will be felt in Shanghai for deceased's relations and friends in England.

JAPANESE WAR DECORATIONS.

FURTHER HONOURS.

At the Imperial Palace at Tokyo, Marshal Marquis Yamagata and a number of military and naval officers above the rank of Major-General or Rear-Admiral were decorated by his Majesty the Emperor on the 28th ult. in recognition of their services during the late Russo-Japanese War.

Marquis Ito and the Ministers of State were also decorated for services rendered by them in their official capacity in connection with the administration during the campaign.

THE ROYAL VISIT.

This morning His Royal Highness was busily engaged inspecting the troops in garrison, luncheon afterwards with the Officers of the 129th Baluchis (Duke of Connaught's Own), the Band of that regiment playing select airs during the tiffin hour. The inspection duties were resumed by His Royal Highness the Duke after tiffin until a late hour.

During the forenoon their Royal Highnesses the Duchess and Princess Patricia of Connaught and Miss Pelly made an *en route* visit to Queen's Road and spent the time in the employment so dear to the lady's heart, whether in palace or cottage—shopping.

A STRAITS APPRECIATION.

When one reflects how rapidly the European part of a tropical community is bound to change, and be reproduced over and over again in a comparatively short span of years, it may be considered as an exceptional case, writes the *Singapore Free Press* editorially on 1st inst., that the same person that in these columns, seventeen years ago, extended a cordial welcome on behalf of a loyal community to Their Royal Highnesses the Duke and Duchess of Connaught, is once more privileged to discharge that pleasant duty on a second occasion. Then the Duke had made for himself by his devotion to his military profession, by the high soldierly capacities he brought to bear on the discharge of his duties, and by the warm interest he took in the welfare of the soldier, the reputation of being an officer to whom the highest executive and administrative command was open, on strength of military merit alone. All that the nation has fully recognised long ago, and seventeen years ago the Duke completed his term of duty in command of the Bombay army, many of whose units are second to none in the entire Indian army, and no few of whom have the repute of *corps d'élite*, hard to equal anywhere, even if pitted against any European army. Since then the Duke has added to his splendid record the admirable work done as Commander-in-Chief in Ireland and in command of the First Army Corps at Aldershot. That is not all, by any means. For the recent reorganisation of the Army implied in the abolition of the office of Commander-in-Chief, so long held by the Duke's Royal uncle, that grand old soldier the Duke of Cambridge, has been the means of conferring upon the Duke of Connaught the high and responsible office of Inspector-General of the Forces. The function of the Inspector-General's department must be presumed to be to maintain, by dint of effective surveillance, the efficiency of every branch of the Army as a fighting machine. The Chief of the General Staff and his powerfully manned department must deal with such matters as plans of campaign, mobilisation, military intelligence, direction of military operations, and so on. But it is the function of the Inspector-General and his staff to keep the army up to the highest point of combatant perfection attainable, by dint of that inspection and report that acts as a conscience even to the most keen commanding officer. In this respect the Duke of Connaught adds his capable staff should be looked upon as the great vivifying influence in the army. And this can be the better understood when we note that H. R. H. is also President of the Selection Board, which has to decide all questions of promotion, this so important a matter in the higher grades of command. Now that the appointment of Commander-in-Chief has been put into commission by the formation of the Army Council, we may well look upon the Duke of Connaught as the first Soldier in the Army from the Executive point of view. It is in this capacity that H. R. H. visits the Far East just now, although it is correct to say that to-day the Duke and Duchess are rather Royal visitors, the Duke's real military work being undertaken on the return journey a fortnight hence. We think we can hardly do better than repeat what we wrote seventeen years ago, in the days when the Good Queen Victoria was still upon the throne, on the occasion of the last visit of the Duke and Duchess of Connaught to Singapore, on their way home to England. We then said in these columns, of the Duke, as a soldier—

The Duke of Connaught by the circumstances of his career has served to bring the Royal family into fuller touch with the English people in one point. The English, more than any other nation, have to find careers for their sons abroad; and to no small extent within the tropics. Hardly a family among the Queen's subjects but has at least one member or close relation abroad in the Great Britain lying far outside the limits of the United Kingdom. The errand life of the Navy is familiar to representatives of two living generations of the Royal Family, and the heir Apparent made some years ago an important tour through a large portion of India, an experience this his own eldest son is now repeating, and an experience which is an indispensable education progress to a Prince upon whom, in the ordinary course of nature, the lot must one day fall to wear India's Imperial crown. But the case of the Soldier-Duke is different. For years his profession has required his presence in India and there he has made for the time his home with wife and children, subject in all things to the climatic risks and adverse influences that inevitably tell sooner or later upon the most robust English constitution. More than any other of the Royal Family can the Duke enter into the feelings of expatriated Englishmen and in the rejoicing over his safe return home will his Royal Mother share those thankful feelings that so many other English mothers have known so well. In a word, the Duke's eastern life has made him "one of us." By that he knows us better, and we know him better. As soldier he wins praise from his comrades wherever he goes, and that for the best of all reasons; that he is a soldier first and a Prince afterwards.

CANTON DAY BY DAY.

[From Our Own Correspondent.]

Canton, 5th February, 1907.
At 8 p.m. last evening, a fire broke out in a druggist shop in San Tou Lan. The different fire brigades at once appeared on the scene and got the fire under control, before much damage was done. The building where the fire originated was the only building entirely gutted.

As the work on the construction of the new bond was alleged to have been carried out in an unsatisfactory manner, the contractors, Chan Lun Tai & Co., and their properties have been seized by the authorities pending further instructions from the Viceroy. The officials of the Bunding Work Department will carry out a survey as to the dimensions and examine the materials used in the construction so as to bring the case to a conclusion.

The Canton Bureau of Education has issued a proclamation instructing that students of junior age should not study foreign languages at the same time while they are learning Chinese, and ordering the teachers of all the lower schools of the province not to teach their young pupils foreign languages on the ground that they are too young to study such languages, until they have a good knowledge of the vernacular language.

A Shanghai letter received here states that H.E. Shum, Viceroy designate to the Yunkwei provinces, has informed the Government that he will start from Shanghai for his new post at the end of the first moon, next year.

The Canton Government Paper Manufactory has sent out different specimens of printed forms and stationery which are to be used in all Government departments throughout the province. Yesterday, H.E. the Viceroy issued a notification to all Government offices, that from the 1st day of the 1st moon, next year, all Government departments are to use the new printed forms and stationery.

Yesterday, the Viceroy ordered Commodore Yau to proceed to Hongkong with the Chinese gunboat *Fook Po* to meet the newly appointed Lieutenant Tatar-General of Canton, Li Kwok Gil.

Yesterday, a Hongkong merchant, Mr. Yip Yiu, of the Hongkong firm of Wah Yik Company, applied to the Bureau of Commerce, Industries and Agriculture, of Canton, for permission to float a company, with a capital of \$1,300,000 to build an electric tramway at Kongmoon in Sanwui district. The Bureau has now written to the Sanwui Magistrate inquiring about the undertaking, and inquiring if the scheme would in any way be detrimental to future railway undertakings.

Certain merchants of Canton are at present forming a company to run several steam launches between Canton and Fatsan, for the purpose of carrying merchandise and passengers, especially the former.

The Japanese Consul at Canton has sent a dispatch to H.E. Viceroy Chow informing him that a certain Japanese theatrical troupe intend to hold a Japanese theatrical performance during the Chinese New Year holidays in the western suburb, and asking him to give the necessary protection to the troupe during that time. In reply H.E. Viceroy Chow stated that when ex-Viceroy Shum was in office here, he had refused several foreigners permission when applying for similar privileges on account of the fear that a disturbance might be raised by the people, and that he is in this instance obliged to treat the application in the same manner.

A fire occurred this morning, at three o'clock, at Wai Pin Street, inside the City. The fire occurred in a woodware shop and destroyed three buildings in all.

IMPERIAL CHINESE RAILWAY ISSOR.

The *L. & C. Express* of 11th inst. says:—On 9th inst. the Hongkong and Shanghai Banking Corporation invited subscriptions for £60,000 5 per cent. Sterling Bonds of the Imperial Chinese Railways, Shanghai-Nanking line, being part of a loan for £3,250,000, of which £2,250,000 has been issued. The bonds are £100 each, and the first coupon for £1, being interest at the rate of 5 per cent. per annum on the instalments, will be payable on June 1 next. The subscription price is par, and the loan is for 50 years from June, 1903, but the bonds are redeemable at six months' notice after 12½ years, and up to 25 years of 102½ per cent., and after 25 years at par at the option of the Chinese Government. In addition to the unconditional guarantee of the loan by the Chinese Government, both as to principal and interest, it is provided by the agreement that in the event of default in payment of principal or interest, the whole of the railway, with all its appurtenances, shall be handed over to the British and Chinese Corporation, to be dealt with by it in such manner as will ensure the proper protection of the interests of the bondholders. The loan agreement provides that in any negotiations between the Railway administration and the British and Chinese Corporation, the Corporation shall represent the bondholders and be empowered to act on their behalf. It also reserves power to make a further temporary issue of £250,000 Bonds at 6 per cent. per annum for the purposes of paying for the necessary land for the railway, to rank *pari passu* with the present and former issues as regards guarantee and security, but to be redeemable at par at any time on giving six months' notice. The present loan is to provide further funds for construction and equipment, and a report by the consulting engineers on the present position of the railway is included in the prospectus.

According to the prospectus the subscription list which was opened on 9th inst. was to be closed at or before four o'clock on the 11th. The Bonds, however, were so largely over-subscribed that the list for London was closed at three o'clock on the first day. It is stated that one application alone was for the sum offered. Bonds are quoted at 1 premium.

GAMBLERS' FREE LODGED.

WANTED MORE AIR-SPACE.

Reports having been made to the owner of No. 16, Possession Street, an unoccupied house, that it was being used nightly by coolies as their sleeping quarters—rent-free—he made up his mind that he would investigate the matter, and find out who was getting free lodging from him. Accordingly, last night, after he had absorbed his evening meal, he took a quiet stroll along the road, like an innocent wayfarer, until he came in front of his property. Stopping, to light a cigarette, no doubt, he heard voices, and the voices proceeded from a room in his unoccupied house. He being a man of considerable acumen, and being endowed with an unusual amount of good common sense, he made no sign to alarm the trespassers but proceeded swiftly to the Central Police Station, and there reported the matter of the illegal occupation of his property to Inspector Ritchie. A posse of police was at once despatched to the scene, and eleven men, who were in unlawful possession of the premises, with the object of securing a free and comfortable night's lodging, were taken on the premises. On being arrested by Inspector Ritchie's men the culprits put up \$25 bail each and were released. This morning they were placed before Mr. C. T. D. Melbourne, on surrendering to their bail, and set up a somewhat curious defence. From their story it appears that the first defendant, who is making arrangements for carrying on the "Shake the Dragon" game during the Chinese New Year had rented No. 16, Possession Street, the house adjoining the one in question, but having engaged the other defendants to assist him in the "Dragon" operations, and taken them to live with him in the meantime, he found No. 16 too small to accommodate his big "family," so, without going through the formality of saying "with your leave" to the landlord, he quietly vacated No. 16 with his suite, and took possession of No. 16, which was a larger house. He produced a paper, said to be a receipt for rent paid, and it was all so sweetly simple and innocent that the searchers after cheap lodging were all discharged, their bail money, of course, being returned to them.

BODIES FLOATING IN THE HARBOUR.

Although it is nearly a fortnight since the severe and death-dealing squall swept over Hongkong yet the harbour police are still being kept busy handling dead bodies. On Monday last four corpses were picked out of the harbour; on Tuesday five more were recovered; and yesterday a similar number were seen drifting into the harbour, making a total of fourteen bodies recovered in three days. The remains were removed to the Kowloon morgue, whence preparations were made for burial. Identification was absolutely impossible owing to the condition of the bodies. It is believed, however, that the deceased were formerly the crews of deep sea fishing junks and that their craft were destroyed during the disastrous blow of the 28th ultimo. They have been floating about for some days and the sudden change of the tide brought them into this port where they were taken charge of by the police.

THE CHINA FAMINE.

OFFICIAL OBSTRUCTION.

Suchiao, February 1.

I have returned from a five days' journey through the country on the west of the Canal to the hiens in the district of Suining towards Suchow and Hsuehoufu, and northward towards Chinpeichou, Tusan and Yaowan. These parts are denuded of transport animals; they are extremely difficult to traverse, and lawlessness abounds.

The following are the prices of foodstuffs per cattly:—The poorest rice is 50 to 60 cash; wheat is almost unobtainable, but in a few places fetches 80 cash; bean cakes 48 cash; sweet potato leaves 16 to 33 cash. The people are eating stewed bark mixed with garlic. At Chinpeichou the official ten days ago fixed the price of wheat at 1,600 cash per ten (about half a bushel) while the neighbouring markets had been selling it at over 2,000 cash per ten; consequently the place is destitute of food stuffs.

Dogs are being caught by the starving people at night time by means of an arrangement with spring and hooks which are baited. To prevent their howling, the dogs are drugged and then killed and eaten.

Middle-age women and wives are being sold for from ten to fifteen dollars and young children for three or four dollars.

It is remarked almost everywhere that in places apparently prosperous, with stacks of straw, where animals are found, the people are without grain and are starving on green gruel, as they are powerless to buy food at current rates. It is urgently to be insisted that the Grand Canal is the sole channel by which supplies can come. The prices rise in proportion to the distance up the canal, and yet nothing is coming. I find the flour dispatched by the Shanghai committee has still not arrived here. There are various rumours as to the reason for the delay, among them the lack of facilities for transport, difficulty at the locks and the action of the officials in refusing to pay the boatmen through cantankerousness at interference and help. The condition of the people is more desperate daily.—*N. C. D. News.*

FRED. COOKE, a stoker, on board H.M.S. *Astrac*, put in an appearance before Mr. C. A. D. Melbourne, at the Police Court, this morning, on a charge of behaving in a disorderly manner in Connaught Road Central, at five o'clock this morning, and damaging a ricksha to the extent of \$3. Cooke denied that he was disorderly, and after evidence had been heard he was upheld by the Court. Something annoyed Cooke, it was alleged, and his ambitions rose until he smashed the ricksha. He was ordered to pay the coolie \$3 compensation.

COMMERCIAL.

TO-DAY'S INTELLIGENCE.

3 p.m.
Buyers:—Union Insurances \$800, China Fires \$97, Macao Steamboats \$30, Shell Transport \$19, Hongkong Hotels \$122, Cements \$14, Ices \$250, Powells \$72.
Sellers:—Hongkong Banks \$93, Canton Insurances \$95, Hongkong Fires \$375, China and Manilla \$21, Douglas \$36, China Sugars \$30, Rauba \$81, Kowloon Wharves \$95, Humphreys Estates \$12, Hongkong Cottons \$12, China Borneo \$10, Electric \$16, Ropes \$27, China Lights \$58, A. S. Watsons \$12.
Sales:—China Fires \$97, Hongkong Docks \$140, Humphreys Estate \$12, Cements \$21, Light and Power \$91.
Nominal:—National Banks \$51, Indo-China \$87, Shanghai Docks \$107, Hongkong Wharves \$12, 233, Hongkong Lands \$107, West Point \$58, China Providents \$870, Dairy Farms \$161, Tramways \$315.

3.30 p.m.
Messrs. E. S. Kadoorie & Co. notify the following further change in the share quotations to-day:—
Union Insurances \$810 sales.

TO-DAY'S EXCHANGE.

Selling.
London—Bank T.T. 2/2 13/16
Do. demand 2/2 13/16
Do. 4 months' sight 2/2 13/16
France—Bank T.T. 2/2 13/16
America—Bank T.T. 2/2 13/16
Germany—Bank T.T. 2/2 13/16
India T.T. 2/2 13/16
Do. demand 166 1/2
Shanghai—Bank T.T. 72 1/2
Singapore T.T. 5 1/2
Japan—Bank T.T. 109 1/2
Java—Bank T.T. 134 1/2
Buying.
4 months' sight L/C 2/2 13/16
30 days' sight San Francisco & New York 2/2 13/16
4 months' sight do. 2/2 13/16
30 days' sight Sydney and Melbourne 2/2 13/16
4 months' sight France 2/2 13/16
6 months' sight do. 2/2 13/16
4 months' sight Germany 2/2 13/16
Bar Silver 31 11/16
Bank of England rate 5 1/2
Sovereign \$8.94

To-day's Advertisements.

LONDON AGENTS want to represent Manufacturers of Chinese Embroideries. Correspondence English, French or German.
Address—
ETTTLINGER & Co.,
37, Gutter Lane, Chapside,
London, England. [207]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
on

SATURDAY,

the 9th February, 1907, at 11 A.M., at their Sales Rooms, No. 8, Des Voeux Road, corner of Ice House Street,

A QUANTITY OF

MISCELLANEOUS ARTICLES,
Comprising:—
SEXTANTS, PICTURES, MACINTOSHES, HATS, CLOCKS, UMBRELLAS, BILLIARD BALLS;

ALSO

VALUABLE GOLD CHRONOMETER WATCH by Yates, Liverpool;

AND

A quantity of ENGLISH GOLD WATCHES, DIAMOND RINGS, CHAINS, &c.
TERMS—As usual.

HUGHES & HOUGH,

Auctioneers.
Hongkong, 7th February, 1907. [208]

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG AND CALLAO AND IQUIQUE VIA JAPAN PORTS.

Will be sent to VALPARAISO if sufficient inducement.

"GLENFARG,"

3,646 tons,
Capt. Hollman, TUESDAY, 26th March, at Noon.

"KASATO MARU,"

6,100 tons,
Capt. W. C. T. S. Filmer, THURSDAY, 25th April, at Noon.

THE Steamship

"GLENFARG,"

(Capt. Hollman), will be despatched for Callao, Iquique, via Japan Ports (Kobe, Yokohama, and Osaka), on April 19, 1907.

Freight and Passengers to other Eastern and Western Coast ports of South America.

The above steamer has splendid accommodation and is fitted throughout with Electric Light. A duly qualified Surgeon is carried on each boat.

For further information as to Freight and Passage, apply to

K. MATSUDA,

Manager,
York Building,
Hongkong, 7th February, 1907. [15]

STEAM TO CANTON.

THE New Twin Screw Steel Steamer

"KWONG TUNG" 1,138 TONS, W. WALKER, Leaves Hongkong for Canton on each Sunday, Tuesday and Thursday, at 9 every evening.

Leaves Canton for Hongkong on each Monday, Wednesday and Friday, about 5.30 o'clock every evening.

This Fine New Steamer has unexcelled Accommodation for First Class Passengers and is lit throughout by Electricity. Electric Fans in First Class Cabin.

Passage Fare—Single Journey \$4.
Meals \$1 each.

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD.,

No. 8, Queen's Road West,
Hongkong, 14th January, 1907. [16]

Intimations.

THE
ROBINSON PIANO
CO., LD.

TALKING
MACHINES
AND
RECORDS.

New Stock just arrived

LARGE AND VARIED

ASSORTMENT

MUSIC.

Comic Opera Scores

and Dance Music.

RECEIVED BY EVERY MAIL.

Hongkong, 29th November, 1906. [13]

THE ORIGINAL
CANADIAN
CLUB
WHISKY.



Per Case 12 Bottles \$20.00

AGENTS:

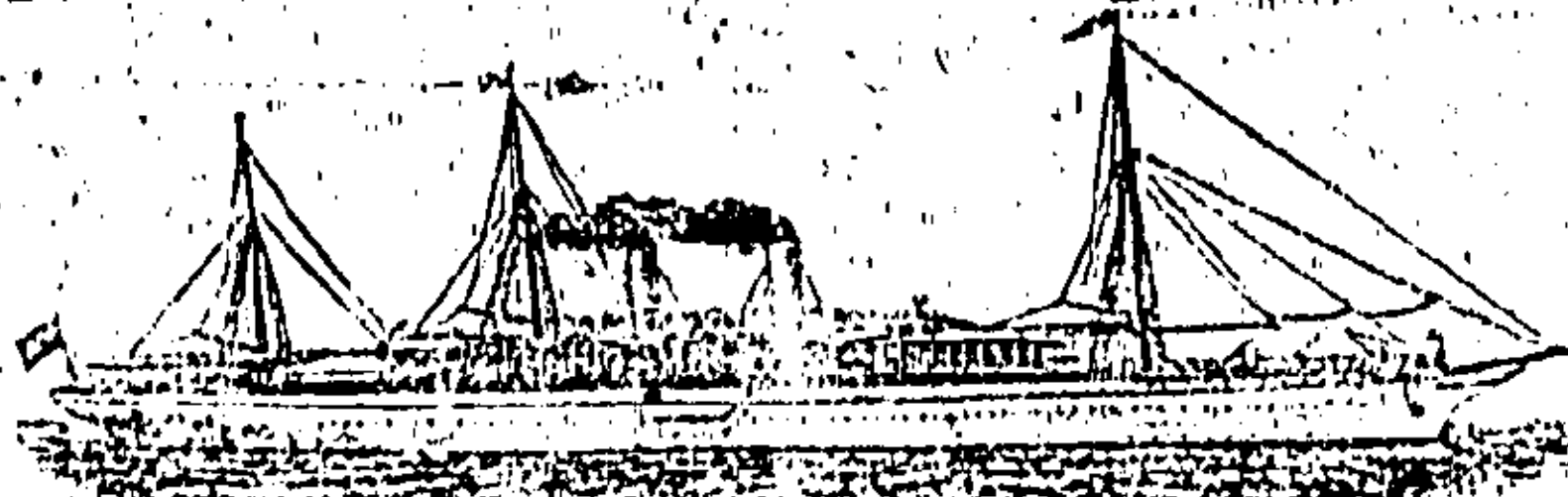
H. PRICE & CO.,

WINE AND SPIRIT MERCHANTS.

12, QUEEN'S ROAD CENTRAL.

Hongkong, 15th January, 1907. [14]

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.

Luxury—Speed—Punctuality.

The only Line that Maintains a Regular Schedule Service of under Eleven Days across the Pacific is the "Empress Line." Saving 5 to 10 Days' Ocean Travel.

11 Days YOKOHAMA TO VANCOUVER. 18 Days HONGKONG TO VANCOUVER.

PROPOSED SAILINGS.	(Subject to Alteration).
R.M.S. Tons	LEAVE HONGKONG ARRIVE VANCOUVER
"EMPEROR OF INDIA" 6,000	THURSDAY, February 14th, March 4th
"ATHENIAN" 8,882	WEDNESDAY, February 20th, March 16th
"MONTEAGLE" 6,163	WEDNESDAY, February 27th, March 23rd
"EMPEROR OF JAPAN" 6,000	THURSDAY, March 14th, April 1st
"TARTAR" 4,425	WEDNESDAY, March 27th, April 20th
"EMPEROR OF CHINA" 6,000	THURSDAY, April 11th, April 29th

"EMPEROR" steamers will depart from Hongkong at 4 P.M.
Intermediate steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KURE, YOKOHAMA, and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and at St. John, N.B., with the Company's New Palatial "EMPEROR" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 21 days, from YOKOHAMA, and 29 days from HONGKONG.

Hongkong to London, 1st Class, 21/4 St. Lawrence £60. Via New York £62.
Hongkong to London, Intermediate on 1st Class, £40. £42.
Steamers, and 1st Class on Railways

R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only, at intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to D. W. CHADDUCK, General Traffic Agent for China, Corner Pedder Street and Praya.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
S'GAPORE, PENANG & CALCUTTA	"NAMSANG"	FRIDAY, 8th Feb., 3 P.M.
MANILA	"LOONGSANG"	SATURDAY, 9th Feb., 3 P.M.
SHANGHAI	"CHOVSANG"	SATURDAY, 9th Feb., 4 P.M.

* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Chefoo, Tientsin, (via Ching Wan Tao) and Yangtze Ports.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 7th February, 1907.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMSHIP	TO SAIL
SWATOW, NINGPO, SHANGHAI and CHINKIANG	"TAMSUI"	8th February, Noon.
SHANGHAI	"YOHOW"	11th " 4 p.m.
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"TAIYUAN"	11th " "
YOKOHAMA and KOBE	"TSINAN"	12th " "
MANILA	"TAMING"	12th " "

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

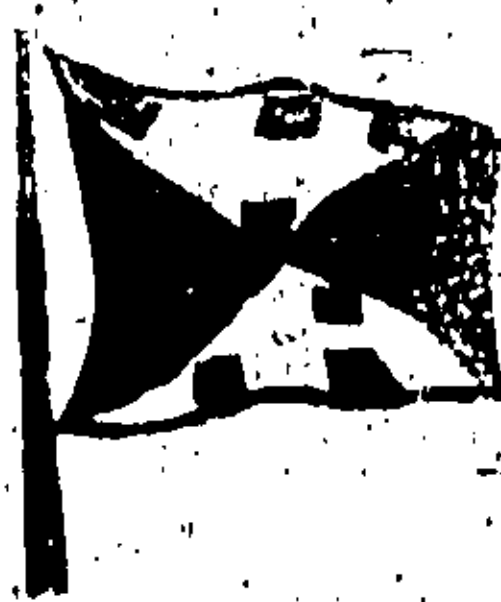
* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

† Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 7th February, 1907.



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.
—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	R. Almond	MANILA (DIRECT)	FRIDAY, 8th Feb., at 5 P.M.
ZAFIRO	2540	R. Rodger	"	SATURDAY, 16th Feb., at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 5th February, 1907.



HONGKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.

(With Liberty to Call at the Malabar Coast).

Steamship	Arrival
"LOWTHER CASTLE"	The end of January.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 17th January, 1907.

Shipping—Steamers.

HAMBURG-AMERIKA LINIE.

PASSENGER SERVICE.

By the new steamers "RHEINANIA," "HAUSBURG" and "HOHENSTAUFEN." These steamers offer to the public the highest comfort yet attained in ocean travelling. They are especially built for the tropics with very large well ventilated cabins, amidships, lighted throughout by electricity, fans provided in each cabin. The berths are not arranged one above the other as it has been the fashion hitherto, but the staterooms closely resemble ordinary sleeping rooms on shore, the berths standing like beds at either side of the cabin. As a novelty, a number of cabins are provided for single passengers. These steamers call at NAPLES and PLYMOUTH. In addition to the above steamers, the s.s. "SILESIA" and "SCANDIA" carry first class passengers. Return Tickets issued at reduced rates, through tickets issued to NEW YORK via NAPLES, SOUTHAMPTON and HAMBURG.

NEXT SAILINGS FROM HONGKONG.

Outward.	Homeward.
FOR SHANGHAI, KOBE AND YOKOHAMA.	FOR THE STRAITS, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, PLYMOUTH, HAVRE AND HAMBURG.
SCANDIA 10th February.	SILESIA * 10th February.
HABSBURG 3rd March.	SAMBIA 15th February.
RHEINANIA 1st April.	SAXONIA 22nd February.
HOHENSTAUFEN 30th April.	SLAVONIA 13th March.
SILESIA 31st May.	SCANDIA * 20th March.
SCANDIA 30th June.	BRASILIA 24th March.
Hongkong, 4th February, 1907.	HABSBURG 5th April.
	HOHENSTAUFEN 29th May.
	* Call at Lisbon.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"CATHERINE APCAR," Captain W. D. A. Thomas, will be despatched for the above Ports, on MONDAY, the 11th instant, at 3 P.M.

For Freight or Passage, apply to DAVID SASSOON & Co., LIMITED, Agents, Hongkong, 5th February, 1907. [205]

"SHIRE" LINE OF STEAMERS.
FOR LONDON AND ANTWERP.

THE Steamship

"GLAMORGANSHIRE" will be despatched for the above Ports, on or about the 20th February.

For Freight and further particulars, apply to SHEWAN, TOMES & Co., Agents, Hongkong, 17th January, 1907. [130]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE, (Calling at Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EASTERN," Captain McArthur, will be despatched as above, on SATURDAY, the 2nd March, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, etc., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

A/Z.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents, Hongkong, 29th January, 1907. [171]

To Let.

TO LET.

NO. 6, PEDDAR'S HILL, comprising of 15 Rooms with Out-houses, occupation from 1st proximo.

GROUND FLOOR of No. 4, DES VOUEX ROAD including a Strong Room and Servant Quarter.

ROOMS on Second Floor of Victoria Building, No. 5, QUEEN'S ROAD CENTRAL.

Apply to—DAVID SASSOON & Co., LD., Hongkong, 4th February, 1907. [197]

TO LET.

NOS. 4 and 16, LEIGHTON HILL ROAD.

Apply to—HONGKONG & KOWLOON LAND & LOAN CO., LTD., No. 8, Queen's Road West, Hongkong, 22nd January, 1907. [88]

TO BE LET.

2ND FLOOR, No. 23, CAINE ROAD.

Apply to—SIN TAK FAN, Hongkong, 19th January, 1907. [137]

TO LET.

FOUR-ROOMED HOUSES at PRAYA EAST, near East Point.

Apply to—JARDINE, MATHESON & Co., Hongkong, 2nd January, 1907. [78]

TO LET.

IMMEDIATELY the spacious premises on the Ground Floor of No. 7, PEDDER STREET, at present occupied by Messrs. HARRIS KEENEY CO., LTD.

Apply to—GILMAN & Co., Hongkong, 22nd January, 1907. [150]

TO LET.

NO. 1, WEST END TERRACE, Shamoen, Canton.

Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LD., Hongkong, 10th December, 1906. [67]

To Let.

TO LET.

EUROPEAN SHOPS, OFFICES, and GODOWNS (suitable for Dry Goods Storage) at No. 14, Des Voeux Road Central, (formerly occupied by Messrs. Shewan, Tomes & Co.

Apply to—HO TUNG, Comptroller Department, Jardine, Matheson & Co. Hongkong, 26th September, 1906. [71]

TO LET.

IN AUSTIN AVENUE, KOWLOON, Nos. 2, 7, and 12.

From 1st March, 1907.

Apply to—COMPTROLLER DEPARTMENT, E. D. SASSOON & Co. Hongkong, 31st January, 1907. [181]

TO LET.

THE Premises known as No. 199, WANCHAI ROAD, now occupied by Messrs. Macdonald & Co.'s Engineering Works. Possession, 1st February, 1907.

Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LD., Hongkong, 4th January, 1907. [81]

TO LET.

"RANFURLY" CONDUIT ROAD.

OFFICES in KING'S BUILDING and YORK BUILDING.

GODOWNS on PRAYA EAST.

A HOUSE in CLIFTON GARDENS, Conduit Road.

A HOUSE in RIFON TERRACE.

A HOUSE in WONG-NEI-CHONG ROAD.

FLATS in MORETON TERRACE.

Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LD., Hongkong, 14th December, 1906. [65]

TO LET.

A HOUSE in KNUTSFORD TERRACE, KOWLOON.

Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LD., Hongkong, 31st July, 1906. [66]

Intimations.

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED, IN LIQUIDATION.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 7.30 a.m. ... Every 30 minutes.
7.30 a.m. to 9.30 a.m. ... Every 15 minutes.
9.30 a.m. to 11.00 a.m. ... Every 15 minutes.
11.30 a.m. to 12.45 p.m. ... Every 15 minutes.
12.45 p.m. to 1.15 p.m. ... Every 15 minutes.
1.15 p.m. to 1.45 p.m. ... Every 15 minutes.
1.45 p.m. to 2.15 p.m. ... Every 15 minutes.
2.15 p.m. to 3.00 p.m. ... Every 15 minutes.
3.30 p.m. to 5.00 p.m. ... Every 15 minutes.
5.00 p.m. to 8.00 p.m. ... Every 10 minutes.

NIGHT CARS.

8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m. ... Every 15 minutes.
9.00 a.m. to 9.30 a.m. ... Every 30 minutes.
9.30 a.m. to 10.30 a.m. ... Every 15 minutes.
10.30 a.m. to 11.00 a.m. ... Every 10 minutes.
12.00 Noon to 1.00 p.m. ... Every 10 minutes.
1.00 p.m. to 5.00 p.m. ... Every 15 minutes.
5.00 p.m. to 6.00 p.m. ... Every 10 minutes.
6.00 p.m. to 7.00 p.m. ... Every 15 minutes.
7.00 p.m. to 8.00 p.m. ... Every 10 minutes.

SATURDAYS.

Extra cars at 11.30 and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDING, Des Voeux Road Central.

JOHN D. HUMPHREYS & SON, Liquidators, Hongkong, 27th August, 1906. [159]

NIKKO CO.

WHOLESALE AND RETAIL DEALERS, in all kinds of JAPANESE FINE ART CURIOS, TEA SETS, and SATSUMA WARE.

At Moderate Prices.

Orders Promptly Executed.
No. 5, ARSENAL STREET, Hongkong, Hongkong, 28th April, 1906. [12]

Intimation.

THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD, HONGKONG.

CABLE ADDRESS:—Telegraph, Hongkong.

THE leading English Newspaper in China

Also widely circulated in Japan, Ceylon, China, Ceylon, India and the Far East generally.

A daily newspaper with weekly edition published for despatch by the homeward mail

The daily is recommended as more generally suitable, except for subscribers in Europe or America.

A special feature is made of full and accurate reports of local occurrences, and of matters of general interest.

ADVERTISING DEPARTMENT.

The Hongkong Telegraph is the best medium for advertising in China. It circulates

largely among all classes of the community, is the largest daily newspaper and has a

wider circulation than any journal in the Far East.

Special attention given to effectively displaying advertisements.

The type used as a standard for setting advertisements is similar to this, unless we are

instructed to display the advertisement, when any effective style of type will be adopted.

This standard runs exactly eight lines to the inch, and about eight words to the line.

DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages. \$1 each insertion in the Daily and Weekly.

CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisements can be ascertained from the Manager.

Advertisements for the Daily should reach the Hongkong Telegraph Office not later than noon of the day they are intended to appear.

Unless otherwise specified all advertisements will be repeated and charged for until countermanded.

JOB PRINTING DEPARTMENT.

Job Printing of all descriptions undertaken.

PROGRAMMES.

PAMPHLETS.

CARDS.

CIRCULARS.

EXPRESS.

All job printing is done under European supervision, well turned out, free from errors, and remarkably cheap.

THE HONGKONG TELEGRAPH

OFFICE.

Estimates given for all classes of work on application to

THE MANAGER,

HONGKONG TELEGRAPH CO., LD.

1, Ice House Road,

Hongkong.

THE TYPHOON.

"BOSS OF THE STORM."

The typhoon is the boss of all storms known to the sailor-man, says a writer in the *Alcago Record-Herald*, and its home is in the China and Japan seas. Ask a Chinese sailor what a typhoon is and he will reply, "the number one pigdin storm," meaning, thereby, that it is the "best ever." Ask the American or European sailor what a typhoon is and he will declare that "It's hell, and then some."

Ask the resident of Hongkong the definition of a typhoon and he will tell you that it is, perhaps, the greatest curse of his city. Ask the scientific man what a typhoon is and he will tell you that it is a circular storm of resistless power and fury and then give you a dozen theories of its cause and origin, any one of which you are at liberty to accept. Ask the man who makes the sea charts what he knows about typhoons, and he will say that a typhoon is number twelve on the chart which contains only twelve grades of sea storms.

Interest in the typhoon and its habits has been sharpened by the terrible visitation which Hongkong had last year, when many buildings were destroyed, 10,000 lives lost, twenty-one ships sunk in the harbour and many more badly damaged, to say nothing of the loss of life and property occasioned on the high seas.

This was not the first visitation of the kind experienced by the British colony, which forms the gateway to Southern China. Thrice has Hongkong been practically destroyed by a typhoon, the last event being in 1874, when \$5,000,000 worth of property and all the shipping were destroyed and 2,000 lives lost. The first great typhoon experienced by the colony was on July 21st and 22nd, 1841, when it was practically wrecked. All the buildings including the hospitals, which were filled with fever patients, were levelled, six foreign ships were sunk and four were driven on shore, twenty-two others were dismasted and an appalling loss of life was caused among the Chinese population.

In 1874 and again in 1876 there were visitations, and in 1880 another terrific storm. Two typhoons that they must change the style and architecture of their building material. Accordingly the visitor to that city now looks with astonishment at solid phalanxes of solid granite buildings around which run deep porticoes sustained by massive pillars. He marvels at such constructions in a semi-tropical climate and begins to think that he is among a queer people until he hears about the characteristics and the habits of the typhoon. Should he chance to visit the colony during the season when this scourge likes to pay its annual visit and is unfortunate or fortunate enough to be present when it calls he will cease to marvel at the great granite structures beneath the burning sun of the Far East.

In describing a typhoon an ancient writer has said:—"They rage with such intensity and fury that those who have never seen them can form no conception of them; you would say that heaven and earth wished to return to their original chaos."

The English colony now jokingly declares that the typhoon is largely of American manufacture, for strangely enough Luxon and especially the vicinity about Manila is the main "Medicine Hat" of the China Sea. Formosa runs a close second in the breeding of typhoons, but the Englishmen of Hongkong declare that everything bad, including typhoons, comes from Manila. The books say that the typhoon season is from May to November. As a matter of fact the latter part of August and the month of September belong to the typhoon.

What the scientists say regarding the cause of typhoons will not greatly interest you after you have spent two weeks in Hongkong in the month of August. Then you know that it is weather and nothing but the weather that breeds typhoons. It is weather that breeds in saint and sinner alike a disposition compared to which vinegar is sweet. With a thermometer anywhere between 80 and 130, with a sun that comes straight down from the heavens instead of slantwise, with an atmosphere which is on an average of 60 per cent water, with days that are awful and nights that are worse with a tongue swollen with thirst and no water drink except that which they tell you is microbe-ridden, it's small wonder that typhoons are bred. They come sweeping along the coast of the China Sea, spreading death and destruction, it is true, in their pathway, but nevertheless bringing welcome relief from weather conditions which make demons of decent men and which are indescribable and unbearable. To Hongkong a typhoon means cool weather, and thus it is that they always prove a blessing though sometimes a scourge.

One evening in August I sat on the deck of the steamer "Kin-Shan" on the way from Canton to Hongkong, watching the most gorgeous sunset I had ever seen. So indescribably beautiful was it that it held one spellbound with admiration. From the horizon to the centre of the vaulted dome of the heavens was afire with a weird and beautiful blend of colours. Just where the waters of the China Sea seemed to meet the sky, was a broad band of bright yellow, stretching far into the distance. Distinctly outlined above this and yet nicely shaded into each other came all the colours of the spectrum. Through this mass of glorious colouring the outlines of the disc of the sun could be dimly seen as if it seemed to be about to fall through its parti-coloured bed into the depths of the Yellow Sea.

"The sunsets of the Golden Gate of Puget Sound and of the Painted Desert all put together are not much when compared with that, are they?" demanded Captain Lossius. "Do you know what that is? Well it's a typhoon. We get that sunset every time that a typhoon starts and it always seems to me that Nature is doing her best to fool poor mortals into a sense of security just as she is about to put on one of her ugliest moods."

ander A. L. Gresson...	...	Route Station
rand-Dalton...	...	Hong Kong
ander H. B. Cox...	...	Shanghai
ander H. Henniker-Heaton...	...	Hong Kong
ander W. H. Daryall...	...	Hong Kong
Y. de Horsey...	...	Hong Kong
Thurby...	...	Hong Kong
ander Percy Crabtree...	...	Yangtze
F. Pary...	...	on passage to Chi
	...	Station
Tuke...	...	Hong Kong
ander Robert E. Vaughan...	...	West River
ander J. Kiddle...	...	Canton
ander C. C. Walcott...	...	West River
ander H. T. Atlay...	...	West River
ander J. T. S. Lyons...	...	Yangtze
Strath...	...	Hong Kong
J. P. Williams...	...	Hong Kong
ander E. Secretan...	...	Yangtze
ander R. M. R. West...	...	Yangtze
ander Stevenson...	...	Canton
W. W. Glennie...	...	Hong Kong
ander G. L. Thomas...	...	Hong Kong
ander G. B. Spicer-Simson...	...	Yangtze
ander G. J. Todd...	...	Yangtze
ander Jas. F. Knox...	...	Yangtze

Mails.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITER- RANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERI- CAN AND SOUTH AFRICAN PORTS.)

THE Steamship

"DELTA," Captain C. L. Daniel, carrying His Majesty's Mails, will be despatched from this for BOMBAY, on SUNDAY, the 10th February, 1907, taking Passengers and Cargo for the above Ports in connection with the Com- pany's S.S. *Mongolia*, 9,500 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, etc., will be conveyed from Bombay by the R.M.S. *Aradla*, due in London on 22nd March, 1907.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 5th February, 1907.

REGULAR STEAMSHIP SERVICE TO NEW YORK, VIA PORTS AND SUEZ CANAL, (With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG, FOR NEW YORK.

S.S. "SIKH" 9th February.

S.S. "MUNCASTER CASTLE" 15th March.

S.S. "LOWTHER CASTLE" 21st March.

* This steamer has excellent Saloon Accom- modation for First-class Passengers at mode- rate rates.

For Freight and further information, apply to

DODWELL & CO., LIMITED, Agents.

Hongkong, 29th January, 1907.

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

Regular Steamship Service between HONGKONG, CALLAO AND IQUIQUE, VIA JAPAN PORTS (KARATSU, KOBE AND YOKOHAMA).

THE Steamship

"KASATO MARU," 6,000 tons,

Captain W. C. T. S. Filmer, will be despatched as above, in April, 1907.

Taking Freight and Passengers to other Western Coast Ports of South America.

The above Steamer has splendid Accom- modation and is fitted throughout with Elec- tric Light. A duly qualified Surgeon is carried.

For further information, apply to

K. MATSUDA, Manager, York Building.

Hongkong, 27th December, 1906.

MESSAGERIES MARITIMES FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, AUSTRALIA, ADEEN, EGYPT, MAR- SEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "TOURANE,"

Captain G. Lancelotti, will be despatched for MARSEILLES on TUESDAY, the 19th February, at 1 P.M.

Passage tickets and through Bills of Lading issued for above ports and for Australia with prompt transshipment at Colombo.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:—

S.S. *AUSTRALIEN* 19th March.

S.S. *TOKIN* 19th March.

S.S. *ERNEST SIMONS* 2nd April.

S.S. *POLYNESIE* 16th April.

S.S. *YARRA* 30th April.

S.S. *SALAZIE* 14th May.

G. DE CHAMPEAUX, Agent.

Hongkong, 7th February, 1907.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C. AND TACOMA, VIA MOJI, KOBE AND YOKOHAMA.

Steamer. Tons. Captain. Sailing.

Tremont 9,606 T. W. Garlick. 26th Feb.

Lyra 4,417 H. C. Armstrong. —

Shawmut 9,606 E. V. Roberts. —

* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. *Shawmut* and *Tremont* are fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo carried in cold storage.

For further information, apply to

DODWELL & CO., LIMITED, General Agents.

Queen's Buildings.

Hongkong, 5th February, 1907.

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADDOURIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION, BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.							
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	\$1,000,000 \$10,250,000 \$10,250,000 \$10,250,000	\$1,712,472	{ 1.15% @ Ex. 2/11 = \$16.47 for first half- year 1906	{ \$925 sellers London £108
National Bank of China, Limited	1,000,000	£7	£6	£1,000,000 £1,000,000 £1,000,000 £1,000,000	\$74,099	\$2 (London 3/6) for 1905	\$50
MARINE INSURANCES.							
Antion Insurance Office, Limited	10,000	\$250	\$50	\$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	\$23,638	\$20 for 1905	\$205 sellers
North China Insurance Company, Limited	10,000	£15	£5	£1,000,000 £1,000,000 £1,000,000 £1,000,000	Tls. 185,529	{ Final of 7/6 making 15% for year ended 30.6.1906	Tls. 80 sellers
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	\$2,792,271	Interim div. of 130 for 1905	\$1800 buyers
Yangtze Insurance Association, Limited	8,000	\$100	\$50	\$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	\$508,334	\$1 and 1/2 special dividend for 1904	\$1600 buyers
FIRE INSURANCES.							
China Fire Insurance Company, Limited	20,000	\$100	\$50	\$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	\$344,098	\$6 for 1904	\$971
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	\$422,618	\$25 for 1904	\$375
SHIPPING.							
China and Manila Steamship Company, Limited	30,000	\$25	\$25	\$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	\$6,563	\$1 for 1905	\$21
Douglas Steamship Company, Limited	10,000	\$50	\$50	\$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	Nil.	\$2 for year ended 30. 1906	\$36
Hongkong, Canton & Macao Steamboat Co., Ltd.	10,000	\$15	\$15	\$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	\$5,464	\$1 for 1st half-year 1905	\$30 buyers
Indo-China Steam Navigation Company, Limited	10,000	£10	£10	£1,000,000 £1,000,000 £1,000,000 £1,000,000	£2,452	10/- @ ex. 2/11 9/16 = \$4.60	\$86
Shanghai Tag and Lighter Company, Limited	10,000	\$50	\$50	\$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	Tls. 23,156	{ Interim div. of Tls. 2 1/2 for 1906 Interim div. of Tls. 1 1/2 for 1905	Tls. 60 sellers Tls. 40 buyers
Shell Transport and Trading Company, Limited	10,000	£1	£1	£1,000,000 £1,000,000 £1,000,000 £1,000,000	£107,815	1/- (Coupon No. 7) for 1906	31/9 b. ex div.
Star Ferry Company, Limited	10,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	\$218	{ \$1.50 for year ending 30.4.1906 \$0.75	\$30 buyers 120 buyers
Star Tug and Lighter Company, Limited	10,000	\$50	\$50	\$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	£13,913	Interim div. of Tls. 2 account 1906	Tls. 49 buyers
REFINERIES.							
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	£40,914	Final of \$15 making \$25 for 1905	\$131
Huon Sugar Refining Company, Limited	7,000	\$100	\$100	\$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	\$132,588	\$1 for 1905	\$21
Crak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000 Tls. 100,000 Tls. 100,000 Tls. 100,000	Tls. 8,935	Tls. 4 (8%) for year ending 31.8.06	Tls. 75 sellers
Mining.							
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	£1,000,000 £1,000,000 £1,000,000 £1,000,000	£19,546	{ Final of 1/- (No. 7) making 2% for year ended 28.2.06	Tls. 11.20 buyers
Central Consolidated Mining Company, Limited	500,000	G. \$10	G. \$10	G. \$10,000 G. \$10,000 G. \$10,000 G. \$10,000	G. \$909,050	Interim of 50 cents for account 1906	G. \$10
Sub Australian Gold Mining Company, Limited	50,000	£1	£1	£1,000,000 £1,000,000 £1,000,000 £1,000,000	£4,873	No. 12 of 1/- = 48 cents	\$81 sellers
DOCKS, WHARVES & GODOWNS.							
Penwick (Geo.) & Co., Limited	18,000	\$25	\$25	\$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	\$8,915	\$2 for 1905	\$21
Hongkong & Kowloon Wharf and Godown Co., Ltd.	40,000	\$50	\$50	\$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	\$20,040	\$2 1/2 for a/c 1906	\$05
Hongkong and Whampoa Dock Company, Ltd.	10,000	\$50	\$50	\$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	\$392,087	\$6 for first half-year ending 30.6.06	\$140 sales
New Amoy Dock Company, Limited	10,000	\$64	\$64	\$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	\$2,221	\$1 for 1905	\$12
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 1,000,000 Tls. 1,000,000 Tls. 1,000,000 Tls. 1,000,000	Tls. 3,997	Final of Tls. 4 making Tls. 8 for 1905/6	Tls. 107 buyers
Shanghai and Hongkew Wharf Company, Limited	32,000	Tls. 100	Tls. 100	Tls. 1,000,000 Tls. 1,000,000 Tls. 1,000,000 Tls. 1,000,000	Tls. 57,065	Interim div. of Tls. 8 on account 1906	Tls. 243 a. c.m.f
Do. do. do. (new)	2,500	Tls. 100	Tls. 100	Tls. 1,000,000 Tls. 1,000,000 Tls. 1,000,000 Tls. 1,000,000	none	none	Tls. 235 sales
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	Tls. 1,000,000 Tls. 1,000,000 Tls. 1,000,000 Tls. 1,000,000	Tls. 5,668	Tls. 18 for 1905	Tls. 240 buyers
LANDS, HOTELS & BUILDINGS.							
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	Tls. 1,000,000 Tls. 1,000,000 Tls. 1,000,000 Tls. 1,000,000	none	First year	Tls. 105 sa. & b.
Star House Hotel Company, Limited (Shanghai)	10,000	\$25	\$25	\$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	\$8,418	\$3 for year ended 30.6.1906	\$50 sales
Central Stores, Limited	6,000	\$15	\$15	\$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	\$4,719	{ \$2.40 on \$12 for 1905 7% on \$7 1/2 for 1905	\$18 buyers \$164 buyers \$500 buyers
Do. (new issue)	24,000	\$15	\$15	\$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	none	None	\$122 buyers
Founders	123	\$15	\$15	\$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	none	None	\$108 b. ex div.
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	\$10,057	\$5 for first half-year for 1906	Tls. 15 sales
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	\$26,218	Final div. of \$3 1/2 making \$7 for 1906	Tls. 107 buyers
Hotel des Colonies Company, Limited	9,000	Tls. 25	Tls. 25	Tls. 1,000,000 Tls. 1,000,000 Tls. 1,000,000 Tls. 1,000,000	Tls. 29,783	Final of 6% = 10% for 1905	Tls. 15 sales
Hotel Metropole Company, Limited	2,000	Tls. 100	Tls. 100	Tls. 1,000,000 Tls. 1,000,000 Tls. 1,000,000 Tls. 1,000,000	\$4,599	Final of \$6 making \$10	\$80 sellers
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	\$5,070	80 cents for 1905	\$12 sellers
Huon Land and Building Company, Limited	6,000	\$50	\$50	\$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	\$574	\$2 1/2 for 1905	\$38
Shanghai Land Investment Company, Limited	12,000	Tls. 50	Tls. 50	Tls. 1,000,000 Tls. 1,000,000 Tls. 1,000,000 Tls. 1,000,000	Tls. 869,493	Tls. 3 for half-year 1906	Tls. 105 buyers
Do. do. (new issue)	26,000	Tls. 50	Tls. 50	Tls. 1,000,000 Tls. 1,000,000 Tls. 1,000,000 Tls. 1,000,000	Tls. 52,194	Tls. 3 for half-year 1906	Tls. 64 buyers
West Point Building Company, Limited	12,500	\$50	\$50	\$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	\$1,519	Final div. of \$2.10 making \$4.10 for 1906	\$501 ex div. sa.
COTTON MILLS.							
Two Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	Tls. 1,000,000 Tls. 1,000,000 Tls. 1,000,000 Tls. 1,000,000	Tls. 64,886	Tls. 10 for year ended 31.10.1906	Tls. 74 buyers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	\$21,660	\$1 1/2 for the year ending 31.7.06	\$12
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 1,000,000 Tls. 1,000,000 Tls. 1,000,000 Tls. 1,000,000	Tls. 36,211	Tls. 6 for year ended 30.9.06 (8%)	Tls. 62
Lau-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 1,000,000 Tls. 1,000,000 Tls. 1,000,000 Tls. 1,000,000	Tls. 30,760	Tls. 8 for 1905	Tls. 135 sellers
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 1,000,000 Tls. 1,000,000 Tls. 1,000,000 Tls. 1,000,000	Tls. 35,986	Tls. 25 for 1905	Tls. 360 buyers
MISCELLANEOUS.							
Anglo-German Brewery Company, Limited	1,000	\$100	\$100	\$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	\$1,066	\$7 for 1905	\$971
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	\$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	£856	1/3 per share for 1905	\$7 sellers
Campbell, Moore & Co., Limited	1,200	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	\$1,097	\$3 for 1905	\$30
China-Borneo Company, Limited	60,000	\$12	\$12	\$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	Nil.	\$1 for 1904	\$10
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	Tls. 1,000,000 Tls. 1,000,000 Tls. 1,000,000 Tls. 1,000,000	Tls. 889	Final of Tls. 5 making Tls. 10 for 1905	Tls. 56 buyers
China Light and Power Company, Limited	50,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	\$1,219	60 cents for year ended 28.2.06	\$0